

IN THE SPECIFICATION:

Please amend the pending paragraph on page 18, line 21 through page 19, line 21 as follows:

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The seat restraint tensioner 110 pulls the buckle assembly 30 down approximately eighty millimeters (80mm) to approximately one hundred millimeters (100mm). After firing, the seat restraint tensioner 110 maintains position and locks the cable 184. The cam 166 pivots on the stud 168 and the cable 184, that extends along one side of the eccentric portion 166b of the cam 166, when pulled in a vertical direction will generate a torque about the stud 168. The torque about the stud 168 rotates the cam 166 toward the buckle assembly 30 and into the cable 184 and compresses the cable 184 between the cam 166 and a clamping surface 190 of the frame 134 as illustrated in Figure 5. The cam 166 generates a clamping force on the cable 184 and prevents reverse travel of the cable 184 and therefore the buckle assembly 30. The cable locking described above results in a high tensile load path directly from the buckle assembly 30 through the cable 184 and into the cam 166 and the mounting stud 168. It should be appreciated that the scallops 170 engage the cable 184. It should also be appreciated that torque and clamping force are on the same side of the stud 168 ~~and the torque lever arm has a predetermined ratio such as 2:1 of torque lever length to clamping lever length.~~ It should further be appreciated that the seat restraint tensioner 110 may be used for a frontal impact condition for pre-loading before the occupant moves to load the buckle assembly 30 and may be used for a rollover condition having a much faster stroke rate.
